



U.S. Department
of Homeland Security
**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District: 13

Week: 49/12

ISSUED BY: COMMANDER, THIRTEENTH COAST GUARD DISTRICT (dpw)
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COMDTPUB P16502.6, Light List Volume VI, 2012 Edition and Coast Pilot Volume 7.
Coast Pilots, along with corrections, are available at: <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>.

UNITED STATES COAST GUARD NAVIGATION INFORMATION SERVICE (NIS)

The United States Coast Guard Navigation Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information for GPS and DGPS. The NIS also disseminates Safety Broadcasts / Broadcast Notice to Mariners (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar Users (NANU). NANU notices can also be obtained via e-mail subscription through the USCG Navigation Center website:

<http://www.navcen.uscg.gov/?pageName=GPS>.

In addition, the NIS investigates all reports of degradation or loss of GPS or DGPS service. Mariners are encouraged to report all degradation of radio navigation services to the NIS via any of the following: Phone: 703-313-5900, Email: webmaster@navcen.uscg.mil, or on the World Wide Web: <http://www.navcen.uscg.gov>.

BROADCAST NOTICE TO MARINERS

This section contains a range of all the significant Broadcast Notice to Mariners (BNM's) on the date of this edition.

| Originating Unit | Beginning BNM | Ending BNM |
|------------------|---------------|-------------|
| CGD THIRTEEN | D13-1388-12 | D13-1422-12 |

ABBREVIATIONS

A through H

ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
AI - Alternating
B - Buoy
BKW - Breakwater
bl - Blast
BNM - Broadcast Notice to Mariner
bu - Blue
C - Canadian
CHAN - Channel
CGD - Coast Guard District
C/O - Cut Off
CONT - Contour
CRK - Creek
CONST - Construction
DAYMK/Daymk - Daymark
DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
EVAL - Evaluation
EXT - Extinguished
F - Fixed

I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LTR - Letter
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency
NO/NUM - Number

P through Z

PRIV - Private Aid
Q - Quick
R - Red
RACON - Radar Transponder Beacon
Ra ref - Radar reflector
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RRL - Range Rear Light
RELIGHTED - Aid Relit
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
s - seconds
SEC - Section
SHL - Shoaling
si - silent
SIG - Signal
SND - Sound
SPM - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
STRUCT - Structure
St M - Statute Mile
TEMP - Temporary Aid Change

fl - flash
 FI - Flashing
 G - Green
 GIWW - Gulf Intracoastal Waterway
 HAZ - Hazard to Navigation
 HBR - Harbor
 HOR - Horizontal Clearance
 HT - Height

NOS - National Ocean Service
 NW - Notice Writer
 OBSCU - Obscured
 OBST - Obstruction
 OBSTR - Obstruction
 Oc - Occulting
 ODAS - Anchored Oceanographic Data Buoy

TMK - Topmark
 TRLB - Temporarily Replaced by Lighted Buoy
 TRLT - Temporarily Replaced by Light
 TRUB - Temporarily Replaced by Unlighted Buoy
 USACE - Army Corps of Engineers
 W - White
 Y - Yellow

Additional Abbreviations Specific to this LNM Edition:

AtoN - Aids to Navigation LLNR - Light List Number RM - River Mile Marker IVO - In Vicinity Of NM - Nautical Miles
 WSDOT - Washington Department of Transportation NUWC - Naval Undersea Warfare Center CPA - Closest Point of Approach

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

COLUMBIA RIVER – SNAKE RIVER – 2013 Annual Maintenance Lock Closure

The USACE annual maintenance lock closure is scheduled during March 2013. This scheduled outage has been coordinated with Portland District USACE, and for additional information regarding Bonneville, The Dalles and John Day maintenance closures visit: <http://www.nwp.usace.army.mil/Missions/Navigation.aspx>. The Snake River navigation lock maintenance closures are:

| Project | Closes | Reopens |
|----------------------------|-----------------|-----------------|
| McNary (RM 292) | 0600, 02 Mar 13 | 2359, 16 Mar 13 |
| Ice Harbor (RM 9.7) | 0600, 02 Mar 13 | 2359, 23 Mar 13 |
| Lower Monumental (RM 41.6) | 0600, 02 Mar 13 | 2359, 23 Mar 13 |
| Little Goose (RM 70.3) | 0600, 02 Mar 13 | 2359, 23 Mar 13 |
| Lower Granite (RM 107.3) | 0600, 02 Mar 13 | 2359, 23 Mar 13 |

Note, the McNary lock will be out of service for two weeks.

Charts: 18541 18545 18546 18547 18548

LNM: 49/12

WASHINGTON – WHIDBEY ISLAND – Proposed DGPS Off-Air Time

The USCG NAVCEN is proposing an off-air time at the Whidbey Island, WA, DGPS (888) broadcast site for a tower inspection from 0800 to 1600 on 18 Dec 12, with an alternate time from 0800 to 1600 on 19 Dec 12. Mariners may experience some loss of coverage during these times. For additional information or objections, contact Navigation Center DGPS Operations at (703) 313-5902.

LNM: 47/12

WASHINGTON – ELLIOTT BAY – DUWAMISH RIVER – Temporary Deployment of Scientific Instruments

The University of Washington will be placing five temporary scientific seafloor instruments in the Duwamish River, shown in enclosure 5, between 26 Nov 12 and 10 Dec 12. These instruments will be deployed inside the channel, but not mid channel for allision avoidance, and extend approximately two feet above the river bottom. A weighted recovery line will be marked with a surface float well outside of the main channel. For more information contact Ms. Margaret McKeon at: (978) 314-9133, or by e-mail at: mckeon@uw.edu.

Chart 18450

LNM: 47/12

WASHINGTON – IDAHO – SPOKANE DGPS SITE – Proposed DGPS Off-Air Time

The USCG NAVCEN is proposing an off air date for the Spokane, WA DGPS broadcast site (848) for tower maintenance from 0800 to 1600 PST on 10 Dec 12, with an alternate date of 0800 to 1600 PST on 11 Dec 12. A slight loss of coverage in some areas during this time may be experienced. For additional information or objections, contact Navigation Center DGPS Operations at (703) 313-5902.

LNM: 46/12

SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

DISCREPANCIES (FEDERAL AIDS)

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|------|---------------------------|---------|-----------|----------|--------|---------|
| 665 | Cape Kiwanda Bell Buoy CK | SS IMCH | 18520 | 1300-12 | 45/12 | |

| | | | | | |
|--------------|--|----------------------|--------------|----------------|--------------|
| 765.2 | DART Tsunami Warning Lighted Buoy 46407 | ADRIFT | 18007 | 0512-12 | 18/12 |
| 765.4 | DART Tsunami Warning Lighted Buoy 46404 | MISSING | 18007 | 0179-12 | 06/12 |
| 765.7 | DART Tsunami Warning Lighted Buoy 46419 | MISSING | 18007 | 0927-10 | 39/10 |
| 8745 | Coos Bay Entrance Range Rear Light | LT EXT | 18587 | 1392-12 | 49/12 |
| 8805 | Coos Bay Inside Range B Front Light | REDUCED INT | 18587 | 1342-12 | 47/12 |
| 8860 | Empire Range A Rear Light | DAYMK DMGD | 18587 | 1417-12 | 49/12 |
| 8915 | Jarvis Lower Range A Rear Light | DAYMK DMGD | 18587 | 1415-12 | 49/12 |
| 9960 | Peacock Spit Lighted Bell Buoy 11 | LT EXT | 18521 | 1372-12 | 48/12 |
| 10025 | Tansy Point Range Front Light | DAYMK MISSING | 18521 | 1361-12 | 48/12 |
| 10415 | Bugby Hole Light 46 | STRUCT DEST | 18523 | 1156-11 | 25/11 |
| 10480 | Pancake Point Dike Light 59 | STRUCT DEST | 18523 | 0609-11 | 25/11 |
| 10530 | Cathlamet Channel Daybeacon 2 | LT EXT/DAYMK MISSING | 18523 | 1235-12 | 44/12 |
| 10980 | Martin Island Middle Dike Light 65 | STRUCT DMGD | 18524 | 1076-11 | 45/11 |
| 11486 | Government Island Upper Range Lighted Buoy 35 | OFF STA | 18531 | 1422-12 | 49/12 |
| 11625 | Candiana Light 69 | LT IMCH | 18531 | 0571-11 | 23/11 |
| 11770 | Bonneville Pool Light 4 | STRUCT DEST/LT EXT | 18531 | 0905-10 | 37/10 |
| 11855 | Bonneville Pool Light 22 | LT EXT | 18532 | 0222-12 | 07/12 |
| 14430 | Baker Bay West Channel Daybeacon 6 | DAYMK IMCH | 18521 | 1168-12 | 43/12 |
| 14435 | Baker Bay West Channel Daybeacon 7 | DAYMK DMGD | 18521 | 1220-12 | 44/12 |
| 14720 | Cathlamet Bay South Channel Light 2 | STRUCT DEST | 18521 | 1234-12 | 44/12 |
| 15585 | Point Chehalis Range Front Light | DAYMK MISSING | 18502 | 1012-09 | 50/09 |
| 16225 | Race Rocks Light | SS IMCH | 18465 | 1085-12 | 39/12 |
| 16975 | Puget Sound Traffic Separation Lane Lighted Buoy TA | REDUCED INT | 18474 | 1177-12 | 43/12 |
| 18270 | Webster Point Light 21 | LT EXT | 18447 | 1371-12 | 48/12 |
| 19490 | Peapod Rocks Light 15 | LT EXT | 18430 | 1414-12 | 49/12 |
| 19855 | Ewing Island Reef Danger Buoy | MISSING | 18431 | 0585-12 | 21/12 |

DISCREPANCIES (FEDERAL AIDS) CORRECTED

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|-------|--|-------------------|-----------|----------|--------|---------|
| 645 | Yaquina Bay Approach Lighted Whistle Buoy Y | RELIGHTED | 18581 | 1394-12 | 48/12 | 49/12 |
| 9575 | Yaquina Bay Approach Lighted Whistle Buoy Y | RELIGHTED | 18581 | 1394-12 | 48/12 | 49/12 |
| 10035 | Tansy Point Range Rear Light | REBUILT/REMAINS | 18521 | 1403-12 | 48/12 | 49/12 |
| 10720 | Fisher Island Channel Lighted Buoy 5 | RELIGHTED | 18524 | 1421-12 | 49/12 | 49/12 |
| 11486 | Government Island Upper Range Lighted Buoy 35 | RELIGHTED | 18531 | 1422-12 | 49/12 | 49/12 |
| 12595 | Messner Middle Range Front Light | RELIGHTED | 18537 | 1405-12 | 49/12 | 49/12 |
| 12600 | Messner Middle Range Rear Light | RELIGHTED | 18537 | 1404-12 | 49/12 | 49/12 |
| 12620 | Messner Upper Range Rear Light | RELIGHTED | 18537 | 1406-12 | 49/12 | 49/12 |
| 16370 | Rosario Strait Traffic Separation Lane Lighted Buoy RA | WATCHING PROPERLY | 18421 | 1407-12 | 46/12 | 49/12 |
| 17270 | Eagle Island Light 1 | RELIGHTED | 18445 | 1398-12 | 48/12 | 49/12 |
| 19475 | Lydia Shoal Lighted Gong Buoy 13 | RELIGHTED | 18430 | 1408-12 | 48/12 | 49/12 |
| 19535 | Rosario Strait Traffic Separation Lane Lighted Buoy CA | RELIGHTED | 18430 | 1409-12 | 48/12 | 49/12 |
| 19815 | Boundary Pass Shoal Isolated Danger Lighted Bell Buoy DB | RELIGHTED | 18431 | 1410-12 | 48/12 | 49/12 |

DISCREPANCIES (PRIVATE AIDS)

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|-------|---------------------------|---------|-----------|----------|--------|---------|
| 16845 | Smith Cove Lighted Buoy 3 | LT IMCH | 18450 | 1384-12 | 48/12 | |

DISCREPANCIES (PRIVATE AIDS) CORRECTED

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|-------|--------------------------------------|-------------------|-----------|----------|--------|---------|
| 19230 | Georgia Pacific Outfall Lighted Buoy | WATCHING PROPERLY | 18424 | 1418-12 | 48/12 | 49/12 |

PLATFORM DISCREPANCIES

| Name | Status | Position | BNM Ref. | LNM St | LNM End |
|------|--------|----------|----------|--------|---------|
|------|--------|----------|----------|--------|---------|

None

PLATFORM DISCREPANCIES CORRECTED

| Name | Status | Position | BNM Ref. | LNM St | LNM End |
|------|--------|----------|----------|--------|---------|
|------|--------|----------|----------|--------|---------|

None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

TEMPORARY CHANGES

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|-------|-------------------------------------|--------------|-----------|----------|--------|---------|
| 586 | Port Orford Jetty Light 3 | DISCONTINUED | 18589 | 1129-07 | 22/08 | |
| 635 | Heceta Head Lighthouse | DISCONTINUED | 18580 | 0049-12 | 03/12 | |
| 10415 | Bugby Hole Light 46 | TRLB | 18523 | 1216-12 | 44/12 | |
| 10480 | Pancake Point Dike Light 59 | TRLT | 18523 | No BNM | 21/12 | |
| 11770 | Bonneville Pool Light 4 | TRLB | 18531 | 0909-10 | 38/10 | |
| 14720 | Cathlamet Bay South Channel Light 2 | TRLB | 18521 | 1318-12 | 45/12 | |
| 19855 | Ewing Island Reef Danger Buoy | TRUB | 18431 | 0650-12 | 23/12 | |

TEMPORARY CHANGES CORRECTED

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|------|----------|--------|-----------|----------|--------|---------|
|------|----------|--------|-----------|----------|--------|---------|

None

PLATFORM TEMPORARY CHANGES

| Name | Status | Position | BNM Ref. | LNM St | LNM End |
|------|--------|----------|----------|--------|---------|
|------|--------|----------|----------|--------|---------|

None

PLATFORM TEMPORARY CHANGES CORRECTED

| Name | Status | Position | BNM Ref. | LNM St | LNM End |
|------|--------|----------|----------|--------|---------|
|------|--------|----------|----------|--------|---------|

None

SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

| Chart Number | Chart Edition | Edition Date | Last Local Notice to Mariners | Horizontal Datum Reference | Source of Correction | Current Local Notice to Mariners |
|--|------------------------------|--------------|-------------------------------|----------------------------|----------------------|----------------------------------|
| 12327 | 91st Ed. | 19-APR-97 | Last LNM: 26/97 | NAD 83 | | 27/97 |
| Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER | | | | | | |
| Main Panel 2245 NEW YORK HARBOR | | | | | CGD01 | |
| (Temp) ADD | NATIONAL DOCK CHANNEL BUOY 3 | | | | at 40-41-09.001N | 074-02-48.001W |
| | Green can | | | | | |
| Corrective Action | Object of Corrective Action | | | | Position | |

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

| 501 | 13th Ed. | 01-JUN-09 | Last LNM: 17/12 | NAD 83 | 49/12 |
|--|---|-----------|-----------------|----------------------|----------------|
| Chart Title: North Pacific Ocean West Coast Of North America Mexican Border To Dixon Entrance | | | | | |
| Main Panel 1650 MEXICAN BORDER TO DIXON ENTRANCE. Page/Side: N/A | | | | | |
| CHANGE | NOTE E - AREA TO BE AVOIDED to:; In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges that carry oil or hazardous materials in bulk as cargo or cargo residue and all ships 400 gross tonnage and above solely in transit should avoid the area. See IMO SN circular 309. (NOS NW-22293) | | | NOS 48-16-28.000N | 118-14-44.000W |

| 531 | 24th Ed. | 01-JUL-07 | Last LNM: 40/12 | NAD 83 | 49/12 |
|---|--|-----------|-----------------|----------------------|----------------|
| Chart Title: Gulf of Alaska Strait of Juan de Fuca to Kodiak Island | | | | | |
| Main Panel 2406 GULF OF ALASKA STRAIT OF JUAN DE FUCA TO KODIAK ISLAND. Page/Side: N/A | | | | | |
| ADD | Area to be Avoided line A PT 1 OF 7; (use Chart No. 1: N2.1) (NOS NW-22293) | | | NOS 48-23-18.000N | 124-38-12.000W |
| ADD | Area to be Avoided line A PT 2 OF 7; (use Chart No. 1: N2.1) (NOS NW-22293) | | | NOS 48-24-10.200N | 124-38-12.000W |
| ADD | Area to be Avoided line A PT 3 OF 7; (use Chart No. 1: N2.1) (NOS NW-22293) | | | NOS 48-26-09.000N | 124-44-39.000W |
| ADD | Area to be Avoided line A PT 4 OF 7; (use Chart No. 1: N2.1) (NOS NW-22293) | | | NOS 48-26-09.000N | 124-52-48.000W |
| ADD | Area to be Avoided line A PT 5 OF 7; (use Chart No. 1: N2.1) (NOS NW-22293) | | | NOS 48-24-40.200N | 124-55-42.600W |
| ADD | Area to be Avoided line A PT 6 OF 7; (use Chart No. 1: N2.1) (NOS NW-22293) | | | NOS 47-51-42.000N | 125-15-30.000W |
| ADD | Area to be Avoided line A PT 7 OF 7; (use Chart No. 1: N2.1) (NOS NW-22293) | | | NOS 47-10-46.000N | 124-49-29.100W |
| ADD | Area to be avoided label:; AREA TO BE AVOIDED (see note F) (NOS NW-22293) | | | NOS 47-34-12.200N | 124-45-32.000W |
| ADD | NOTE F - AREA TO BE AVOIDED:; In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges that carry oil or hazardous materials in bulk as cargo or cargo residue and all ships 400 gross tonnage and above solely in transit should avoid the area. See IMO SN circular 309. (NOS NW-22293) | | | NOS 56-48-38.300N | 130-50-43.500W |

| | | | | | |
|--|---|------------------|------------------------|----------------------|----------------|
| 18003 | 20th Ed. | 01-NOV-06 | Last LNM: 40/12 | NAD 83 | 49/12 |
| <i>ChartTitle: Cape Blanco to Cape Flattery</i> | | | | | |
| Main Panel 1651 CAPE BLANCO TO CAPE FLATTERY. Page/Side: N/A | | | | | |
| CHANGE | NOTE D - AREA TO BE AVOIDED to:; In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges that carry oil or hazardous materials in bulk as cargo or cargo residue and all ships 400 gross tonnage and above solely in transit should avoid the area. See IMO SN circular 309. (NOS NW-22293) | | | NOS 48-13-24.000N | 121-30-18.000W |
| 18007 | 33rd Ed. | 01-FEB-09 | Last LNM: 40/12 | NAD 83 | 49/12 |
| <i>ChartTitle: San Francisco to Cape Flattery</i> | | | | | |
| Main Panel 1652 SAN FRANCISCO TO CAPE FLATTERY. Page/Side: N/A | | | | | |
| CHANGE | NOTE J - AREA TO BE AVOIDED to:; In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges that carry oil or hazardous materials in bulk as cargo or cargo residue and all ships 400 gross tonnage and above solely in transit should avoid the area. See IMO SN circular 309. (NOS NW-22293) | | | NOS 47-12-15.000N | 123-37-42.000W |
| 18400 | 49th Ed. | 01-APR-12 | Last LNM: 47/12 | NAD 83 | 49/12 |
| <i>ChartTitle: Strait of Georgia and Strait of Juan de Fuca</i> | | | | | |
| Main Panel 1656 STRAIT OF GEORGIA AND STRAIT OF JUAN DE FUCA. Page/Side: N/A | | | | | |
| CHANGE | NOTE J - AREA TO BE AVOIDED to:; In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges that carry oil or hazardous materials in bulk as cargo or cargo residue and all ships 400 gross tonnage and above solely in transit should avoid the area. See IMO SN circular 309. (NOS NW-22293) | | | NOS 48-07-24.000N | 124-28-58.000W |
| 18445 | 34th Ed. | 01-APR-12 | Last LNM: 46/12 | NAD 83 | 49/12 |
| <i>ChartTitle: Puget Sound-Possession Sound to Olympia including Hood Canal</i> | | | | | |
| Main Panel 1699 POSSESSION SOUND TO OLYMPIA. Page/Side: b | | | | | |
| DELETE | MEASURED NAUTICAL MILE COURSE 298 deg 23 min TRUE (PT 1 OF 2; Chart No. 1: Q-122 (NOS NW-22319) | | | NOS 47-14-15.390N | 122-39-34.880W |
| DELETE | MEASURED NAUTICAL MILE COURSE 298 deg 23 min TRUE (PT 2 OF 2); Chart No. 1: Q-122 (NOS NW-22319) | | | NOS 47-13-45.800N | 122-38-18.670W |
| 18448 | 35th Ed. | 01-APR-12 | Last LNM: 46/12 | NAD 83 | 49/12 |
| <i>ChartTitle: Puget Sound-southern part</i> | | | | | |
| Main Panel 1712 PUGET SOUND SEATTLE TO OLYMPIA. Page/Side: N/A | | | | | |
| DELETE | MEASURED NAUTICAL MILE COURSE 298 deg 23 min TRUE (PT 1 OF 2; Chart No. 1: Q-122 (NOS NW-22319) | | | NOS 47-14-15.390N | 122-39-34.880W |
| DELETE | MEASURED NAUTICAL MILE COURSE 298 deg 23 min TRUE (PT 2 OF 2); Chart No. 1: Q-122 (NOS NW-22319) | | | NOS 47-13-45.800N | 122-38-18.670W |
| 18450 | 19th Ed. | 01-NOV-12 | Last LNM: 24/12 | NAD 83 | 49/12 |
| <i>ChartTitle: Seattle Harbor, Elliott Bay and Duwamish Waterway</i> | | | | | |
| Main Panel 1714 SEATTLE HARBOR ELLIOT BAY AND DUWAMISH WATERWAY. Page/Side: N/A | | | | | |
| NEW EDITION | Scale 1: 10,000; New Edition (19 ed, 11/01/12) due to numerous Notice to Mariner changes, hydrographic changes This NOAA chart is now available in both the Print-on Demand and digital raster formats. See http://nauticalcharts.noaa.gov/mcd/dole.htm for details. The corresponding traditional paper chart will be available in two to eight weeks. | | | NOS -- | -- |
| 18460 | 13th Ed. | 01-OCT-06 | Last LNM: 17/12 | NAD 83 | 49/12 |

ChartTitle: **Stait of Juan de Fuca Entrance (includes Metric version)**

Main Panel 1720 STRAIT OF JUAN DE FUCA ENTRANCE. Page/Side: E

CHANGE NOTE E - AREA TO BE AVOIDED to:; In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges that carry oil or hazardous materials in bulk as cargo or cargo residue and all ships 400 gross tonnage and above solely in transit should avoid the area. See IMO SN circular 309. (NOS NW-22293)

NOS
48-14-41.000N 124-36-13.000W

18480 31st Ed. 01-OCT-06 Last LNM: 40/12 NAD 83 49/12

ChartTitle: **Approaches to Strait of Juan de Fuca Destruction Island to Amphitrite Point**

Main Panel 1726 APPROACHES TO STRAIT OF JUAN DE FUCA DESTRUCTION ISLAND TO AMPHITRITE - POINT. Page/Side: N/A

CHANGE NOTE E - AREA TO BE AVOIDED to:; In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges that carry oil or hazardous materials in bulk as cargo or cargo residue and all ships 400 gross tonnage and above solely in transit should avoid the area. See IMO SN circular 309. (NOS NW-22293)

NOS
47-58-46.000N 124-30-00.000W

18484 12th Ed. 01-JUN-06 Last LNM: 17/12 NAD 83 49/12

ChartTitle: **Neah Bay**

Main Panel 1728 NEAH BAY. Page/Side: N/A

CHANGE NOTE B - AREA TO BE AVOIDED to:; In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges that carry oil or hazardous materials in bulk as cargo or cargo residue and all ships 400 gross tonnage and above solely in transit should avoid the area. See IMO SN circular 309. (NOS NW-22293)

NOS
48-21-58.000N 124-38-24.000W

18485 16th Ed. 01-MAR-07 Last LNM: 17/12 NAD 83 49/12

ChartTitle: **Cape Flattery**

Main Panel 1729 CAPE FLATTERY. Page/Side: N/A

CHANGE NOTE H - AREA TO BE AVOIDED to:; In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges that carry oil or hazardous materials in bulk as cargo or cargo residue and all ships 400 gross tonnage and above solely in transit should avoid the area. See IMO SN circular 309. (NOS NW-22293)

NOS
48-18-06.000N 124-36-00.000W

18500 30th Ed. 01-MAY-08 Last LNM: 47/12 NAD 83 49/12

ChartTitle: **Columbia River to Destruction Island**

Main Panel 1730 COLUMBIA RIVER TO DESTRUCTION ISLAND. Page/Side: N/A

CHANGE NOTE C - AREA TO BE AVOIDED to:; In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges that carry oil or hazardous materials in bulk as cargo or cargo residue and all ships 400 gross tonnage and above solely in transit should avoid the area. See IMO SN circular 309. (NOS NW-22293)

NOS
47-25-16.000N 124-13-38.000W

18537 11th Ed. 31-JUL-99 Last LNM: 45/12 NAD 83 49/12

ChartTitle: **Columbia River Alderdale to Blalock Islands**

Extension 1764 COLUMBIA RIVER ALDERDALE TO BLALOCK ISLANDS. Page/Side: N/A

ADD Boardman Water Intake Pipe Lighted Buoy; Y C Fl Y 4s Priv (NOS NW-22337)

NOS
45-51-51.321N 119-39-21.502W

SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

SUMMARY OF ADVANCED APPROVED PROJECTS

Approved Project(s)

Project Date

Ref. LNM

None

Advance Notice(s)

None

SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

Proposed Project(s)

Closing

Docket No.

Ref. LNM

None

Proposed Change Notice(s)

COLUMBIA RIVER – CRIMS ISLAND TO ST. HELENS – COTTONWOOD ISLAND - Cottonwood Island Upper Range Front Light reduction in daymark size

The U.S. Coast Guard is proposing to reduce the size of the daymark on Cottonwood Island Upper Range Front Light (LLNR 10875) from an 8KRB (8' wide by 16' tall) to a 6KRB (6' wide by 12' tall). The current daymark is oversized for the range design and is seasonally damaged by high river levels.

Chart 18524

LNM: 48/12

COLUMBIA RIVER – CRIMS ISLAND TO ST. HELENS – MARTIN ISLAND - Bybee Ledge Channel Range Front Light reduction in daymark size

The U.S. Coast Guard is proposing to reduce the size of the daymark on Bybee Ledge Channel Range Front Light (LLNR 10950) from an 8KRB (8' wide by 16' tall) to a 6KRB (6' wide by 12' tall). The current daymark is oversized for the range design and is seasonally damaged by high river levels.

Chart 18524

LNM: 48/12

COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – GOVERNMENT ISLAND – Government Island Upper Range Front & Rear Light conversions to LED lanterns

The U.S. Coast Guard is proposing to convert Government Island Upper Range Front Light (LLNR 11480) and Government Island Upper Range Rear Light (LLNR 11485) from all around lights with a high intensity beam, to standard range lights. Government Island Upper Range Front Light will have a visible light of 28 degrees (14° either side on the channel centerline, and Government Island Upper Range Rear Light will have a visible light of 3 degrees (1.5° either side of the channel center line). The visible intensity of the lights will increase to approximately double their current intensity. This change is proposed to allow the conversion of the lights to LED hardware, increase the intensity and ensure greater reliability of the light signal.

Chart 18531

LNM: 48/12

WASHINGTON – WILLAPA BAY – Bay Center Channel Light 6 removal of high intensity beam

The U.S. Coast Guard is proposing to remove the high intensity beam from Bay Center Channel Light 6 (LLNR 15500) and increase the nominal range from four (4) to five (5) nautical miles, to facilitate the installation of a self-contained LED lantern to increase the light signal reliability.

Chart 18504

LNM: 48/12

WASHINGTON – PUGET SOUND – SEATTLE TO OLYMPIA – Puget Sound Traffic Separation Lane Lighted Buoy TA reduction in intensity

The U.S. Coast Guard is proposing to reduce the nominal range of Puget Sound Traffic Separation Lane Lighted Buoy TA (LLNR 16975) from six (6) to five (5) nautical miles, to facilitate the installation of a self-contained LED lantern to increase the light signal reliability.

Chart 18448

LNM: 48/12

SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

BRIDGE LIGHTING DISCREPANCIES

Lights on the following bridges have been reported extinguished:

BRIDGE LIGHTING DISCREPANCIES

| Waterway | Bridge Name | Location | Status | Date reported | BNM |
|----------------------|---------------------------|------------------|-------------------------|---------------|---------|
| FDR Lake Columbia R. | Kettle Falls RR Bridge | Kettle Falls, WA | EXT | 07/18/12 | No BNM |
| Columbia River | Kettle Falls Hwy Bridge | Kettle Falls, WA | EXT | 07/18/12 | No BNM |
| Columbia River | Lady Island Bridge | Camas, WA | EXT | 08/05/12 | No BNM |
| Snake River | Lewiston-Clarkston Bridge | Lewiston, ID | EXT | 08/08/12 | 0895-12 |
| Columbia River | Union Pacific RR Bridge | Kennewick, WA | EXT | 08/20/12 | 0941-12 |
| Puget Sound | Tacoma Narrows Bridge | Tacoma, WA | EXT | 08/25/12 | 0969-12 |
| Thea Foss Waterway | 11th Street Bridge | Tacoma, WA | EXT | 08/26/12 | 0971-12 |
| Willamette River | Lake Oswego RR Bridge | Oswego, OR | EXT | 09/04/12 | No BNM |
| Snake River | Joso Bridge | Lyons Ferry, WA | Down River G LT EXT | 09/04/12 | No BNM |
| Snake River | Sargent Bridge | Starbuck, WA | R LTs EXT | 09/04/12 | No BNM |
| Snake River | Camas Prairie RR Bridge | Lewiston, ID | EXT | 09/07/12 | 1023-12 |
| Alsea Bay | Alsea Bay Bridge | Waldport, OR | G LT EXT | 11/16/12 | 1349-12 |
| Willamette River | St. Johns BNRR Bridge | Portland, OR | Center Span Wht LT EXT | 09/22/12 | 1090-12 |
| Willamette River | Wilsonville RR Bridge | Wilsonville, OR | Dwn River G Cntr LT EXT | 10/23/12 | No BNM |

LNM: 49/12

BRIDGE LIGHTING DISCREPANCIES CORRECTED

The following bridge discrepancies have been corrected since the last Local Notice to Mariners:

| | | |
|---------------------|--------------------------|-----------------|
| Willamette River | Wilsonville Bridge (1-5) | Wilsonville, OR |
| Columbia River | Old Youngs Bay Bridge | Astoria, OR |
| Puget Sound | Agate Pass Bridge | Suquamish, WA |
| Stillaguamish River | West Pass Bridge | Stanwood, WA |

LNM: 49/12

COLUMBIA RIVER – LONGVIEW - Lewis and Clark Bridge painting

The WSDOT has commenced painting on the Lewis and Clark Bridge superstructure over the Columbia River at RM 66.0 at Longview, WA. Painting will take place through the winter of 2013. Platforms and cables may be in rigged seasonally, in one or more spans with work commencing on the center span. The vertical clearance will be reduced by five feet. For additional information, contact WSDOT at (360) 442-1369.

Chart 18524

LNM: 13/11

OREGON – WILLAMETTE RIVER – Port of Portland temporary Lighted Buoys for construction

Orange and white lighted buoys have been placed in the following positions for construction:

Willamette River, Tri-Met Bridge at RM 13.5: Orange and white buoys showing a flashing white six (6) second light (Fl W 6s)
 A) 45-30-19.900N, 122-40-08.200W B) 45-30-23.400N, 122-40-02.900W C) 45-29-25.200N, 122-40-00.000W
 D) 45-30-14.800N, 122-39-55.400W E) 45-30-10.900N, 122-40-01.500W.

Chart 18526

LNM: 11/12

OREGON – WILLAMETTE RIVER – Sellwood Bridge construction

The Sellwood Bridge at RM 16.6 on the Willamette River is under construction for replacement from Dec 2011 to Mar 2015. A no wake zone is in effect within five hundred feet (500') of the bridge. Mariners are advised to use caution and slow to no wake at idle speed. The marked navigable channel at the bridge has been relocated. Mariners are cautioned to observe the temporary navigation buoys and bridge navigation lighting and comply with the exclusion established by both the buoys and signage.

Chart 18526

LNM: 47/11

WASHINGTON – TACOMA HARBOR – Murray Morgan Bridge Notice

The USCG has issued a temporary deviation from the operating schedule that governs the Murray Morgan Bridge, also known as the South 11th Street Bridge, across the Thea Foss Waterway, mile 0.6, previously known as City Waterway, at Tacoma, WA. This deviation is necessary to perform extensive maintenance and repair work on the bridge as part of a major bridge rehabilitation project. This deviation allows the lift span to remain in the closed (down) position from 0800 local time on 10 Nov 12 through 2000 local time on 21 Dec 12; except as otherwise outlined in this announcement. During this deviation period the bridge will be placed in the open position from 0800 local time on 22 Nov 12 through 2000 local time on 25 Nov 12, and from 0800 local time on 08 Dec 12 through 2000 local time on 09 Dec 12.

Chart 18453

LNM: 44/12

WASHINGTON – LAKE WASHINGTON SHIP CANAL – Ballard Street Bascule Bridge Construction Activities

Mariners are advised to operate with caution while transiting in the vicinity of the Ballard Bridge, Lake Washington Ship Canal, mile 1.1. There will be construction activities conducted from a work barge alongside the Ballard Bridge until 15 Jan 14. The construction barge will not be in the navigation channel, but instead on the north and south side of the channel. The construction is to seismic retrofit the bridge piers.

Chart 18447

LNM: 39/12

WASHINGTON – LAKE WASHINGTON – SR520 BRIDGE: Special Bridge Notice (Revised from LNM 27/12)

The Coast Guard has revised the draw span operating schedule for the SR 520 Evergreen Point Floating Bridge. The east side navigation channel is currently completely closed or partially blocked during construction activity associated with the replacement bridge. Construction activities will continue in and around the east navigation channel for the duration of the bridge replacement project until approximately 30 Aug 15. Enclosure 4 displays the locations of lighted mooring buoys for the bridge construction vessels. These buoys are white with white flashing lights every four seconds (Fl 4s).

WASHINGTON – LAKE WASHINGTON – SR520 BRIDGE: Special Bridge Notice (Revised from LNM 27/12)

Vessels which are impacted by the closure of the east channel that are not able to navigate through the west channel of the existing bridge may request an opening of the center draw span for passage. Boaters may request a draw span opening by calling WSDOT at (206) 440-4490. The draw of the Evergreen Point Floating Bridge between Seattle and Bellevue shall operate as follows (revised schedule):

- (a) The draw need not open from 0630 to 0959 and from 1500 to 1900 Monday through Friday, except Federal Holidays other than Columbus Day.
- (b) The draw need open only on the hour and half hour from 1000 to 1430 every day of the week, if at least 2 hour advance notice is given.
- (c) The draw will open on request at all other times if at least 2 hours advance notice is given.
- (d) Telephone requests for bridge opening may be directed as collect calls to the Highway Radio, or made by direct telephone communication through the Seattle Marine Operator, Station KOH, or through other marine wire or radiotelephone service.

Chart 18447

LNM: 43/12

OREGON – CAPE BLANCO TO YAQUINA HEAD – Heceta Head Lighthouse Restoration Project

Heceta Head Lighthouse (LLNR 635) will be extinguished for approximately two years for the Heceta Head Lighthouse Restoration Project, that began on 01 Jan 12. The project will involve replacing the electrical system in the lighthouse. More information can be found at: heceta.h.lighthouse@state.or.us.

Chart 18580

LNM: 03/12

COLUMBIA RIVER – ASTORIA – Pier Construction

Construction activities for replacement of the 17th Street Pier in Astoria, OR. will begin on 24 Sep 12, and continue through early spring 2013. The construction will be at approximately 46-11-24 N / 123-49-27 W. Mariners can expect crane barges, material barges, tug/push boats and work skiffs operating in this area. VHF-FM Channels 13, 16 and 17 will be monitored during work hours. For more information, contact Greg Morrill at (503) 325-7130, or email gmorrill@bergerson-const.com, or visit www.bergerson-const.com.

Chart 18521

LNM: 38/12

COLUMBIA RIVER – CATHLAMET BAY SOUTH CHANNEL – Temporary Buoy Established

A temporary quick flashing red (Q R) lighted buoy has been established in approximate position 46-12-47.143N, 123-45-22.308W. This buoy is a temporary replacement for Cathlamet Bay South Channel Light 2 (LLNR 14720) that was previously listed destroyed in LNM 44/12.

Chart 18521

LNM: 45/12

COLUMBIA RIVER – CATHLAMET CHANNEL – Severe Shoaling

During an Aids to Navigation verification, the USCG discovered increased shoaling inside the Cathlamet Channel IVO Buoy 5 (LLNR 10543). Depths up to two feet were observed around Buoy 5. Note the chart correction "Shoaling Rep 2001" IVO Buoy 5 on chart 18523. Depths shallower than charted were observed between Buoys 5 and 7. Mariners are urged to transit the area at high tide and use extreme caution.

Chart 18523

LNM: 36/11

COLUMBIA RIVER – LONGVIEW – Millennium Bulk Terminals Construction

Construction work and pile driving will be conducted at the Millennium Bulk Terminals in Longview, WA, at RM 63, until 16 Dec 12. Operations will be performed 12 hours per day, 5-7 days per week. The Tug Nova and derrick barges Sea Hawk and Sea Vulture will be on site. VHF-FM Ch 69 will be used as the working channel, and Ch 13 and 16 will be monitored. Mariners are requested to transit the area at a safe speed to reduce wake on the construction vessels. For more information, call (503) 519-7091.

Chart 18524

LNM: 40/12

COLUMBIA RIVER – BONNEVILLE POOL – Shoaling Growth at the White Salmon River Entrance

A bottom contour survey was completed on 15 Oct 12 by PacifiCorp Energy, and the survey results show shoaling continues to grow at the mouth of the White Salmon River, which is located on the Washington side of the Columbia River at RM 168.5. The survey also indicates that the shoaling is growing to the south toward the north side of the main channel. At the current position, White Salmon Shoal Lighted Buoy 33 (LLNR 11912) did mark the 30 foot curve, and the most southern edge of the shoal. The new shoaling data suggest that White Salmon Shoal Lighted Buoy 33 may not mark best navigable water depth of 17 feet, and plans are being made to relocate the buoy, by PacifiCorp Energy, to mark the 20 foot curve in the near future. Mariners are advised to use caution when transiting the area of the shoal and report any problems to Coast Guard Marine Safety Unit Portland, Waterways Management Branch at (503) 240-9319 or "MSUPortlandWWMDH@uscg.mil".

Chart 18532

LNM: 45/12

COLUMBIA RIVER – OREGON – BONNEVILLE – Dolphins Out of Service

Effective immediately, the Portland District USACE announces that Mooring Dolphins #1 and #3 at RM 145 are out of service for both personal water craft and commercial river traffic tie offs. On Wednesday June 20th, USACE conducted an inspection of the 6 mooring dolphins located above Bonneville Project at Ft. Rains, and determined that Mooring Dolphins #1 and #3 are unsafe for use until further notice. For identification purposes, Dolphin #1 is the lower most pier in the set of 6, and does not have a sign numbering it. Dolphin #3 is the third in the sequence upstream and is marked with a sign denoting it as #3. For more information, contact Kevin Moynahan at (503) 808-4330, or Kevin.moynahan@usace.army.mil.

Chart 18531

LNM: 26/12

COLUMBIA RIVER – BONNEVILLE TO THE DALLES – BONNEVILLE POOL – Vessel Grounding (revised from LNM 31/11)

The grounded barge previously reported anchored parallel to the Washington side of the Columbia River at RM 176.7, has sunk. Depths of 12 to 20 feet have been reported over the barge. A temporary green buoy labeled 'WK' with a quick green flashing (QG) light has been placed at approximate position 45-40-57.612N 121-15-23.880W to mark the wreck. Mariners should exercise caution when transiting the area.

COLUMBIA RIVER – BONNEVILLE TO THE DALLES – BONNEVILLE POOL – Vessel Grounding (revised from LNM 31/11)

Chart 18532

LNM: 41/11

COLUMBIA AND SNAKE RIVERS - Winter Seasonal Lockage Schedule for Recreational Craft

The USACE, Walla Walla and Portland Districts, are implementing the winter seasonal lockage schedule, which is effective from 16 Sep 12 to 14 May 13, for the passage of recreational craft through the navigation locks. Commercial vessels continue to have lockage precedence over recreational vessels. Recreational vessels may be allowed to lock through with commercial vessels at the discretion of the lock operator. For the lockage schedule and additional information, visit Portland's website at: <http://www.nwp.usace.army.mil/Missions/Navigation.aspx>, and Walla Walla's at: <https://www.nww.usace.army.mil/Missions/Navigation.aspx>, or contact the Operations Division at (509) 527-7115 or (509) 527-7120.

LNM: 38/12

Snake River – Minimum Operating Pool Transition

Low river flows are expected to continue through the remainder of the calendar year 2012 in these pools. Special pool operations to aid safe navigation past shoaling at the Ice Harbor Cofferdams will remain in place when flows are at or below 45 kcfs. Water storage to assist with navigation safety will still be limited by several constraints, and it may take many hours (up to 24 hours) to provide the water needed for several special operations during a 24-hour period.

Continue to use the call-ahead procedure that is currently in place to notify Ice Harbor control room of your need for the special pool operation. Your cooperation in this matter is much appreciated. For additional information, please call Operations Division, at (509) 527-7115 or (509) 527-7120.

Charts: 18545 18546 18547 18548

LNM: 36/12

SNAKE RIVER – LAKE SACAJAWEA – Obstruction to Navigation Between RM 7 and 8 (Revised from LNM 08/10)

A large rock shelf has been discovered on the north side of the navigation channel between RM 7 and 8 of the Snake River. This rock shelf is submerged and is extending into the navigable channel up to 15 feet in some areas, and lowered the depth of the navigation channel edge to 10 feet in some areas. Mariners are advised to use caution when transiting this area and avoid the northern edge of the navigation channel.

Chart 18545

LNM: 11/10

SNAKE RIVER – LAKE SACAJAWEA – Obstruction to Navigation at the Downstream Approach to the Ice Harbor Lock and Dam (revised from LNM 01/12)

Please continue to use extreme caution when navigating through downstream of the approach to Ice Harbor navigation lock.

Shoaling has been discovered in the south edge of the navigation channel between RM 9 and the Ice Harbor Dam navigation cells, downstream of the dam spillway in the Snake River. This shoaling may be as much as 5 feet above the channel project depth of 12.8 feet. McNary pool is operating at 338.0 feet resulting in a tailwater at Ice Harbor navigation lock of approximately 339.0 feet. Mariners are advised to avoid the southern edge of the navigation channel.

A temporary operation to aid navigation during low flow conditions is currently in place. When possible, the Ice Harbor Operator will coordinate a temporary increase in the Ice Harbor tailwater elevation to improve conditions for tow/barges, subject to the following conditions:

- Traveling Downstream: Tow Captain to request an Ice Harbor temporary operation via the Lower Monumental Operator when leaving Lower Monumental, to allow a minimum of 2 hours lead time.
- Traveling Upstream: If aid is necessary for upstream navigation Tow Captain to call Ice Harbor control room not less than 30 minutes out, longer lead is better.
- Ice Harbor will attempt to provide the best possible conditions for navigation subject to all operating constraints and limitations.
- No increases allowed during night-time zero-generation hours 2000 to 0600.

The most current 2011 survey of the area in question is located on the Walla Walla District Navigation website. Please reference sheet 10 of 10 of the most recent hydrographic surveys located here:

http://www.nww.usace.army.mil/html/OFFICES/OP/T/NAVDATA/2011AnnualConditionSurveys/For%20WEB%20FY11_HLD_CUT_v2.pdf.

Your cooperation in this matter is much appreciated. For additional information, please call Operations Division, at (509) 527-7115 or (509) 527-7120.

Chart 18545

LNM: 06/12

SNAKE RIVER – LAKE SACAJAWEA – ICE HARBOR DAM – Special Pool Operation

A special pool operation to aid safe navigation at Ice Harbor Lock and Dam at RM 9.7 is in place for commercial vessels. See enclosure 3 for the USACE Walla Walla District's navigation notice.

Chart 18545

LNM: 30/12

SNAKE RIVER – LAKE SACAJAWEA – ICE HARBOR DAM – Navigation Advisory

Please use extreme caution when navigating through the downstream lock approach at Ice Harbor Lock & Dam, located at RM 9.7. This is a new advisory and is not for the shoaling at the navigation coffer cells at the lower end of the lock guide wall.

In the downstream lock approach, the centerline of the navigation lock gate runs parallel to the south shore guide wall with a 50 foot separation between gate centerline and the guide wall. Approximately 200 feet down river from the lock gate, and 35 to 40 feet from the south shore guide

SNAKE RIVER – LAKE SACAJAWEA – ICE HARBOR DAM – Navigation Advisory

wall toward the gate centerline, an accumulation of river sediment material has formed. The highest elevation of the accumulation is approximately 325 feet.

Vessel Captains are advised that because of seasonally low water, pool conditions will vary and it is advisable to contact the Ice Harbor Control room for current pool elevations. Additionally, if any problems are encounter contact the Ice Harbor Control room immediately.

Your cooperation in this matter is much appreciated. For additional information, please call Operations Division, at (509) 527-7115 or (509) 527-7120.

Charts: 18541 18545

LNM: 42/12

WASHINGTON – STRAIT OF JUAN DE FUCA – Temporary Subsurface Buoy Deployment

Two subsurface oceanographic mooring buoys extending 10 meters above the ocean floor have been temporarily set at positions 48-30-28.38N / 124-45-01.68W, and 48-21-37.38N / 124-12-48.12W. The mooring buoys will remain in place until May 2013.

Charts: 18400 18460 18480

LNM: 44/12

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – SAN JUAN ISLANDS – SUCIA ISLAND – Temporary Buoy marking Ewing Reef

The U.S. Coast Guard placed an unlighted red buoy southwest of Ewing Reef, near Sucia Island to temporarily replace the lost Ewing Island Reef Danger Buoy (LLNR 19855). The buoy is located in approximate position 48-45-35.094N 122-52-36.606W, which bears 202 degrees true, 40 feet from the Danger Buoy's charted location. Mariners should exercise extreme caution when transiting this area due to numerous rocks and shoals in the area.

Charts: 18421 18431

LNM: 23/12

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – SWINOMISH CHANNEL – Reported shoaling (Revised from LNM 27/11)

Numerous soundings of shoaling in the Swinomish Channel have been reported. The primary locations for the shoaling have been from the Swinomish Channel South Entrance, north to the vicinity of La Conner, WA, with the most extreme shoaling occurring between Swinomish Channel South Entrance Buoy 1 (LLNR 18785) and Goat Island. Some depths have been reported as two (2) feet less than the charted depths. Mariners are advised to use caution when transiting this waterway due to the reported shoaling.

Charts: 18421 18427

LNM: 39/11

WASHINGTON – STRAIT OF JUAN DE FUCA TO PUGET SOUND – Bottomfish Resource Survey

The Washington Department of Fish and Wildlife (WDFW) will be conducting a resource survey of bottomfish in Strait of Juan de Fuca, San Juan Islands, Georgia Strait, Hood Canal and Puget Sound waters from 01 Apr 12 through 30 Mar 13. The survey will consist of using a small remotely-operated vehicle (ROV) deployed from the R/V Molluscan. ROV operations last approximately 90 to 120 minutes at each site, 24 hours per day. While the ROV is deployed, the support vessel will be restricted in its ability to maneuverability, and will display the appropriate day shape and navigation lights. Some of the survey sites may enter into the vessel traffic lanes and naval operating areas. Due caution, clearance and avoidance will be rendered to commercial vessels and naval warships and security zones. R/V Molluscan will monitor VHF FM Channel 13, 16 and the appropriate VTS frequency. For additional information, contact WDFW at (425) 379-2314 or email Robert.pacunski@dfw.wa.gov.

Charts: 18400 18440

LNM: 13/12

WASHINGTON – ADMIRALTY INLET – Temporary Research Buoy (Revised from LNM 18/12)

A yellow temporary research lighted buoy 'A', with a yellow flashing every four seconds light (FL Y 4s), has been deployed east of Point Hudson in approximate position 48-07-24.900N/122-44-44.220W.

A yellow temporary research lighted buoy 'B', with a yellow flashing every four seconds light (FL Y 4s), has been deployed north of Fort Flagler in approximate position 48-06-16.080N/122-42-13.260W.

Charts: 18464 18471

LNM: 24/12

WASHINGTON – PUGET SOUND – HOOD CANAL – Bangor Pier Construction

Construction of the Explosives Handling Wharf (EHW) #2 at Bangor Submarine Base, at approximately 46-45-09 N / 122-43-23 W, will begin 10 Sep 12, and continue through 09 Jan 16. Mariners can expect material barges, crane barges, tug/push boats, and work skiffs within the vicinity of the EHW piers. VHF-FM Channel 13 will be monitored. For more information, contact Bill Eskins at (678) 449-3892.

Chart 18458

LNM: 36/12

WASHINGTON – ELLIOTT BAY – DUWAMISH WATERWAY – South Park Bridge Buoys

Three yellow buoys, with a yellow light flashing every four seconds (FL Y 4s), have been placed in the Duwamish Waterway until 01 Apr 13. Lighted Buoy 'F' is at 47-31-48.972N, 122-18-54.674W; Lighted Buoy 'G' is at 47-31-44.003N, 122-18-50.400W; Lighted Buoy 'H' is at: 47-31-45.516N, 122-18-48.240W. More buoys will be placed in the waterway in the near future. For additional information, please call (206) 786-9327 or (206) 391-2032.

Chart 18450

LNM: 46/11

WASHINGTON – BOUNDARY PASS – Subsurface Buoy

A subsurface oceanographic mooring extending 10 meters above the ocean floor has been temporarily set at position 48-45-57.6N, 123-02-18.7W. The mooring buoy will remain in place until 30 Apr 13.

Charts: 18421 18431 18432

LNM: 43/12

OREGON – WASHINGTON – Japan Tsunami Marine Debris

Debris from the March 2011 tsunami in Japan has been sighted with satellite imagery and aerial photos in the Pacific Ocean. NOAA has used models to predict when the washed away debris may approach landfall on the coast. The results show the debris could make the coast in 2013. To read more of the report, or follow any updates, visit NOAA's web site at: <http://marinedebris.noaa.gov/info/japanfaqs.html>.

LNM: 03/12

SECTION VIII - LIGHT LIST CORRECTIONS

An Asterisk *, indicates the column in which a correction has been made to new information

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|------------|--------------------------|-----------------|-----------------------|---------------|--------------|------------------|----------------|
| None | | | | | | | |

PUBLICATION CORRECTIONS

None

ENCLOSURES

Enclosure 1

OREGON - WASHINGTON - COLUMBIA RIVER - Dredging Operations

LNM: 49/12

Enclosure 2

OREGON - PORTLAND and WASHINGTON - SEATTLE - Marine Events

LNM: 49/12

Enclosure 3

SNAKE RIVER – ICE HARBOR DAM – Special Pool Operation

LNM: 30/12

Enclosure 4

WASHINGTON - SR520 BRIDGE - Charted Temporary Mooring Buoys

LNM: 43/12

Enclosure 5

ELLIOTT BAY – DUWAMISH RIVER – Temporary Deployment of Scientific Instruments

LNM: 47/12

If you have any questions, comments, or need additional information concerning this or other LNMs (e.g. additions, deletions, corrections) contact the address or phone number on the front page.

D.R. Peloquin
Commander, U.S. Coast Guard
Chief, Waterways Management Branch
Thirteenth Coast Guard District

OREGON - WASHINGTON - COLUMBIA RIVER – Dredging Operations

Dredging operations are scheduled or in progress at the following locations:

| Start Date | End Date | Times | Location | Dredge Vessel | Assist Vessel | Channels Monitored | Disposal Area | LNM |
|------------|-----------|--------------------------|--|--------------------|------------------------------------|------------------------------|-----------------------------------|-------|
| 15 Sep 12 | 15 Feb 13 | Mon-Sun 24 Hours | Possession Sound, WA Gedney Island Hat Island Marina | Whitehorse | Western Provider | 13 and 16 VHF-FM | Up land | 37/12 |
| 17 Sep 12 | 14 Feb 13 | Mon-Sun 24 Hours | Swinomish Channel | Mukilteo | Star Marine | 13 and 16 VHF-FM | Rosario Strait Open Water Site | 37/12 |
| 15 Oct 12 | 15 Feb 13 | Mon-Sun 24 Hours | Snohomish River (RM 1.2 to 7) | Renegade | Buccaneer | 16 and 79 VHF-FM | Jetty Island | 37/12 |
| 24 Oct 12 | 23 Mar 13 | Mon-Sun 24 Hours | Columbia River Bonneville Lock and Dam (RM 146) | Heidi Renee | Norton Bay | 14 and 16 VHF-FM | Heidi Renee | 42/12 |
| 01 Nov 12 | 09 Dec 12 | Mon-Sun 24 Hours | Columbia River Willow Bar Slough (RM 94.5) | MudCat | Tug Duchess B and Sarah B | 13, 16 and 79A VHF- FM | Dredge piped near shore | 43/12 |
| 01 Nov 12 | 09 Dec 12 | Mon-Sun 24 Hours | Columbia River Port of Vancouver Berth 4 | JBT 14 / JBT 16 | Tug Duchess B and Sarah B | 13, 16 and 79A VHF- FM | Service barges | 43/12 |
| 05 Nov 12 | 14 Feb 12 | Mon-Sun 24 Hours | Grays Harbor Inner Harbor | Patriot | Liberty and Swan | 13 and 16 VHF-FM | South Jetty and Point Chehalis | 44/12 |
| 15 Nov 12 | 31 Dec 12 | Mon-Sat 0700- 1600 | Columbia River, Port of Kalama, WA (RM 77) | Dredge 9 | Clam Shell Dredge | 13, 16 and 80 VHF- FM | Spoil Barge | 46/12 |
| 03 Dec 12 | 14 Feb 13 | Mon-Fri 0700- 1900 | Elliott Bay, Seattle, WA. Terminal 5 in West Waterway | Rainer | Skagit | 13 and 16 VHF-FM | Lafarge | 47/12 |

*US Army Corps of Engineer dredges request mariners transit at their slowest safe speed to minimize wake when in the vicinity of a dredge and proceed after passing arrangements have been made.

OREGON - WASHINGTON - COLUMBIA RIVER – Dredging Operations Planned

| Start Date | End Date | Times | Location | Dredge Vessel | Assist Vessel | Channels Monitored | USACE # |
|------------|----------|-------|---|---------------|---------------|---------------------|----------------|
| 2013 | TBD | TBD | Portland, OR Willamette River (RM 5.1) | TBD | TBD | TBD | NWP-2012-302-2 |
| 2012 | 2012 | TBD | Columbia River Henrici Bar (RM 90 to 93) | Essayons | TBD | 13 and 16 VHF-FM | ESS-2012-12 |
| 2012 | 2012 | TBD | Columbia River St. Helens Bar (RM 86 to 66) | Essayons | TBD | 13 and 16 VHF-FM | ESS-2012-12 |
| TBD | TBD | TBD | Columbia River Tongue Point (RM 20 to 21) | Essayons | TBD | 13 and 16 VHF-FM | ESS-2013-01 |
| 2012 | 2012 | TBD | Umpqua River Entrance (RM 00 to 01) | Yaquina | TBD | 13 and 16 VHF-FM | YAQ-2012-13 |

| | | | | | | | |
|------|------|-----|--|---------|-----|---------------------|----------------|
| 2012 | 2012 | TBD | Umpqua River Salmon Reach (RM 01) | Yaquina | TBD | 13 and 16 VHF-FM | YAQ-2012-13 |
| 2012 | 2012 | TBD | Umpqua River Barretts Range (RM 04) | Yaquina | TBD | 13 and 16 VHF-FM | YAQ-2012-13 |
| TBD | TBD | TBD | Columbia River Upper Martin Bar (RM 80 to 83) | Yaquina | TBD | 13 and 16 VHF-FM | YAQ-2013-02 |
| TBD | TBD | TBD | Columbia River Pillar Rock Ranges (RM 28) | Yaquina | TBD | 13 and 16 VHF-FM | YAQ-2013-02 |
| TBD | TBD | TBD | Columbia River Flavel Bar/Astoria Turning Basin | Yaquina | TBD | 13 and 16 VHF-FM | YAQ-2013-02 |
| TBD | TBD | TBD | Willamette River Willamette Park Boat Ramp (RM 15.8) | TBD | TBD | 13 and 16 VHF-FM | NWP-2011-187 |
| TBD | TBD | TBD | Columbia River Oregon Slough (RM 06) | TBD | TBD | 13 and 16 VHF-FM | NWP-2009-621-2 |
| TBD | TBD | TBD | Willamette River Terminal 2 (RM 10) | TBD | TBD | 13 and 16 VHF-FM | NWP-2007-240/2 |
| TBD | TBD | TBD | Willamette River Terminal 4 (RM 4 to 5) | TBD | TBD | 13 and 16 VHF-FM | NWP-2007-240/2 |
| TBD | TBD | TBD | Willamette River Terminal 5 (RM 1 to 2) | TBD | TBD | 13 and 16 VHF-FM | NWP-2007-240/2 |
| TBD | TBD | TBD | Columbia River Terminal 6 (RM 102 to 104) | TBD | TBD | 13 and 16 VHF-FM | NWP-2007-240/2 |
| TBD | TBD | TBD | Willapa Bay, WA | TBD | TBD | 13 and 16 VHF-FM | NWS-2012-157 |
| TBD | TBD | TBD | Budd Inlet Olympia, WA | TBD | TBD | 13 and 16 VHF-FM | NWS-2012-793 |

SECTOR COLUMBIA RIVER MARINE EVENTS

| EVENT DATE | TIME | EVENT NAME | EVENT LOCATION | SPONSOR |
|-----------------------------|-------------|---------------------------|---|--|
| 01 Apr 12 thru 31 Mar 13 | 1200 - 1200 | OSCA 2012 Sail Boat Races | Columbia River Between I5 and 205 bridge | Oregon Corinthian Sailing Association |

SECTOR PUGET SOUND MARINE EVENTS

| EVENT DATE | TIME | EVENT NAME | EVENT LOCATION | SPONSOR |
|------------|-------------|---|-------------------------|--------------------------|
| 7-Dec-12 | 1800 - 2130 | Chet Gibson Memorial Lighted Boat Parade | Lake Washington & Union | Queen City Yacht Club |
| 7-Dec-12 | 1700 - 2000 | Lighted Boat Parade | Bellingham Bay | Bellingham Yacht Club |
| 8-Dec-12 | 1800 - 2130 | Chet Gibson Memorial Lighted Boat Parade | Lake Washington & Union | Queen City Yacht Club |
| 8-Dec-12 | 1700 - 2000 | Lighted Boat Parade | Bellingham Bay | Bellingham Yacht Club |
| 8-Dec-12 | 1800 - 2100 | Parade of Lighted Ships | Budd Inlet | Olympia Yacht Club |
| 8-Dec-12 | 1600 - 2100 | Port Angeles Yacht Club Christmas Parades | Port Angeles Harbor | Port Angeles Yacht Club |
| 8-Dec-12 | 1100 - 1600 | Snowbird Race #1, 2, 3, 4, 5 | Shilshole Bay | Shilshole Bay Yacht Club |
| 8-Dec-12 | 1830 - 1930 | Christmas Boat Parade | Swinomish Channel | Swinomish Yacht Club |
| 14-Dec-12 | 1730 - 2100 | BVYC Christmas Ships Parade | Port Orchard | Brownsville Yacht Club |
| 14-Dec-12 | 1730 - 2100 | BVYC Christmas Ships Parade | Port Orchard | Brownsville Yacht Club |
| 14-Dec-12 | 1800 - 2100 | Gig Harbor Lighted Boat Parade | Gig Harbor | Gig Harbor Yacht Club |
| 14-Dec-12 | 1400 - 2200 | Poulsbo Yacht Club - Lighted Ships Parade | Liberty Bay | Poulsbo Yacht Club |
| 15-Dec-12 | 1801 - 2100 | Gig Harbor Lighted Boat Parade | Gig Harbor | Gig Harbor Yacht Club |
| 15-Dec-12 | 1600 - 2100 | Port Angeles Yacht Club Christmas Parades | Port Angeles Harbor | Port Angeles Yacht Club |
| 15-Dec-12 | 1400 - 2200 | Poulsbo Yacht Club - Lighted Ships Parade | Liberty Bay | Poulsbo Yacht Club |
| 15-Dec-12 | 1700 - 1900 | Tacoma Yacht Club Lighted Boat Parade | Commencement Bay | Tacoma Yacht Club |
| 22-Dec-12 | 1600 - 2100 | Port Angeles Yacht Club Christmas Parades | Port Angeles Harbor | Port Angeles Yacht Club |



**US Army Corps
of Engineers®**
Walla Walla District

Operations Division

Walla Walla District
Corps of Engineers
201 North Third Avenue
Walla Walla, Washington 99362-1876

July 20, 2012

Special Pool Operation to Aid Safe Navigation Past Shoaling at the Ice Harbor Navigation Coffers Cells

A special pool operation to aid safe navigation during low flow river conditions is currently in place for commercial vessels at Ice Harbor Lock & Dam, located at Snake River mile 9.7. When possible, the Ice Harbor Operator will coordinate a temporary increase in the Ice Harbor tailwater elevation to improve conditions for tow/barges, subject to the following conditions:

- Situations that warrant additional flow for safe navigation include
 - Commercial tows with hazardous or flammable cargo
 - Double wide tows without means to split into single wide
 - Emergency conditions directly attributable to shoaling, where human health and safety, and watercraft are in imminent danger
- It is strongly recommended that the special pool operation be used only when absolutely necessary; example would be fully loaded tows of 3 to 4 barges. Water storage to assist with navigation safety is limited by several constraints and it may take many hours (as much as 24 hours) to provide the water needed for several special operations during a 24-hour period; possibly causing long delays.
- If the water elevation request cannot be met, the Ice Harbor Lock Operator will notify the Tow Captain as soon as possible with an estimated time of providing the desired 341.0' elevation.
- **Traveling Downstream:** The Tow Captain is to request an Ice Harbor a special navigation operation via the Lower Monumental Operator when leaving Lower Monumental, to allow a minimum of 2+ hours lead time.
- **Traveling Upstream:** If aid is necessary for upstream navigation the Tow Captain is to call Ice Harbor control room directly when entering the Snake River and not less than 30 minutes out, or notify McNary control room of intend to travel through Ice Harbor navigation lock.

- Ice Harbor will attempt to provide the best possible conditions for navigation subject to all operating constraints and limitations.

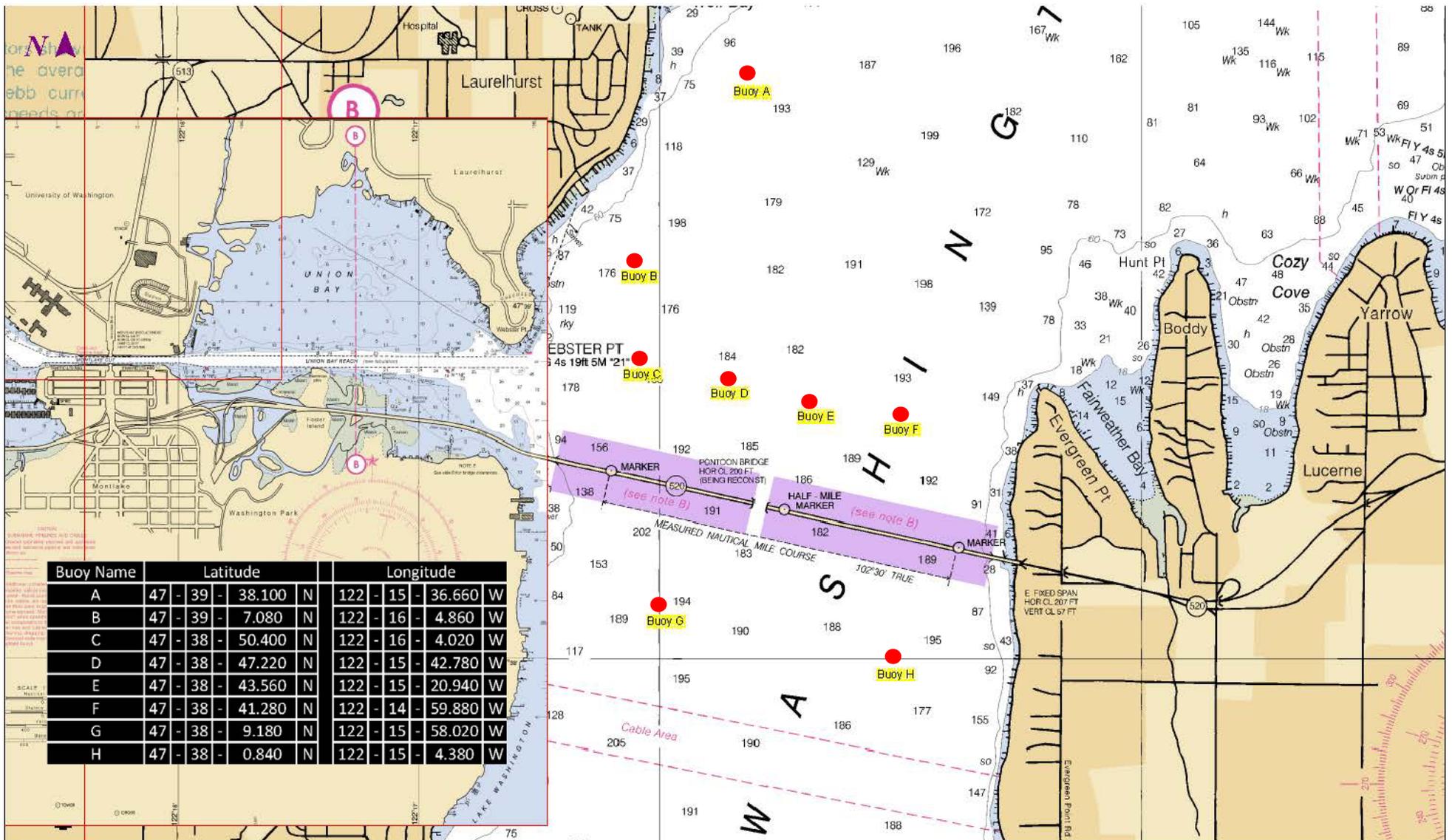
The most current 2011 survey of the area in question is located on the Walla Walla District Navigation website. Please reference sheet 10 of 10 of the most recent hydrographic surveys located here:

http://www.nww.usace.army.mil/Portals/28/docs/navigation/WEBFY11_HLD_CUT.pdf

Your cooperation in this matter is much appreciated. For additional information, please call Operations Division, at (509) 527-7115 or (509) 527-7120.

PUGET SOUND - 1 : 18,768

(NOAA Chart) Chart #18440_1 - Depth Units: FATHOMS



DO NOT USE FOR NAVIGATION

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APPROXIMATE POSITIONS

M1 47-31-53.565N, 122-19-02.485W

M2 47-31-29.362N, 122-18-29.886W

M3 47-30-58.269N, 122-18-17.218W

M4 47-30-38.862N, 122-17-41.222W

M5 47-30-20.598N, 122-17-36.275W

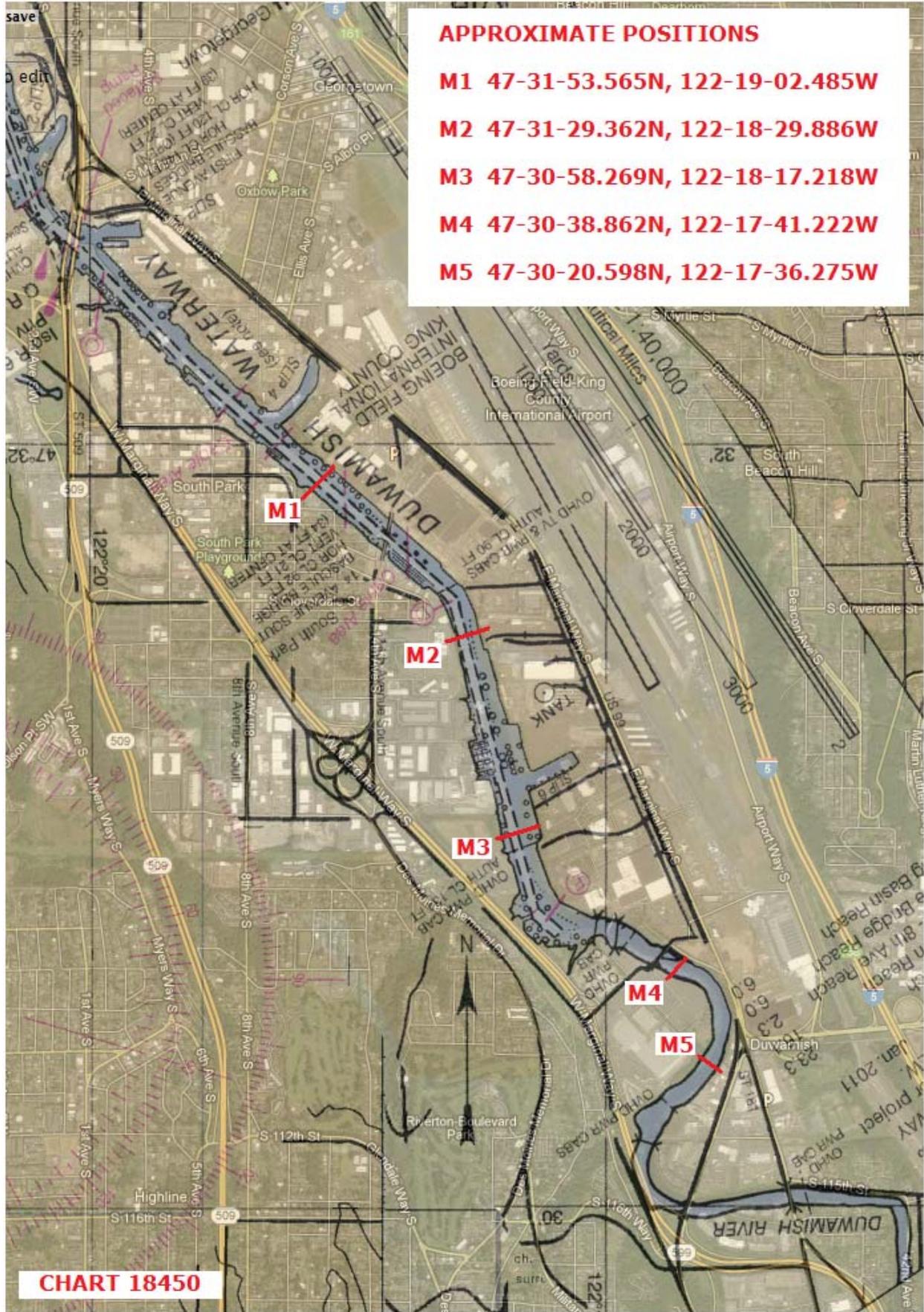


CHART 18450